

## Intimations.

Hongkong, 28th May, 1895. [30

12th October, 1898. Shanghai. [21

Hongkong, 12th June, 1900.	[755b]	Hongkong, 30th May, 1900.	[674b]	Hongkong, 27th April, 1900.	[335b]
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H. RUTTONJEE,  
5, D'Aguilar Street.  
Hongkong, 27th April, 1900. [34]

52.80. 7 Bag of 250 lbs. SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 12th June, 1900. [755b]

Highland, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622



To-day's  
Advertisements.

## PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from HART BUCK, Esq., to Sell by PUBLIC AUCTION, ON WEDNESDAY, the 4th July, 1900, Commencing at 11 A.M., and following Days until Completion of the Sale, within his Residence, MOUNT RICHMOND, THE WHOLE OF THE

VALUABLE FURNITURE contained therein, comprising: PLUSH COVERED DRAWING ROOM SUITE, CHIPPENDALE CHAIRS, RED LACQUER JAPANESE CABINET, OLD NINGPO CARVED AND INLAID SQUARE TABLE, WHATNOTS, Very Fine BLACKWOOD HAT and UMBRELLA STAND with BEVELLED GLASS MIRROR, TEAKWOOD EXTENSION DINING TABLE, TEAKWOOD OVERMANTLE with BEVELLED GLASS, Handsomely CARVED SIDEBOARD with MIRROR, DINNER WAGON, MARBLE CLOCK, MOROCCO COVERED DINING ROOM SUITE, SILK REP. COVERED SLEEPING ROOM SUITE, PEKING CLOSET and Other CURIOS, Excellent DINNER SERVICE and a Choice Assortment of CUT GLASS WARE, TEAK WARDROBES with MIRRORS (Double and Single), Several LADY'S WRITING DESKS, CHIEFS OF DRAWERS, MARBLE TOP DRESSING TABLES and WARDROBES, TOILET SETS, BRASS and IRON BEDSTEADS with MATTRESSES, Several CARPETS and RUGS, SETTEES, FENDERS and FIRE BRASSES.

And OIL PAINTINGS by Eager, Clark, Thornbury, Salt and other Artists.

ENGRAVINGS including "THE RULING PASSION," "LAUNCHED IN LIFE," "THE STORMING OF BADAJOS," "A FAIR LEAD," "GOING WELL," "GONE AWAY," "THE DEATH" and many others.

A Quantity of Valuable BLACKWOOD, A Grand PIANO, by Broadwood, with EM. BROOKER COVER.

A BILLARD TABLE of Excellent Order, with the Usual APPURTENANCES, by Henry & Co., &c., &c.

Also: A Collection of RARE PLANTS, Catalogues will be issued. HUGHES & HOUGH, Auctioneers.

Hongkong, 20th June, 1900. [788b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"NINGPO" will be despatched as above TO-MORROW, the 21st instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th June, 1900. [785b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CANTON.

THE Company's Steamship

"SUISANG" will be despatched as above ON MONDAY, the 25th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th June, 1900. [789b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 2nd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th June, 1900. [786b]

NIPPON Yusen Kaisha.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLUMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA-MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 26th instant, will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 29th instant, or claims in connection therewith will not be recognised.

NIPPON Yusen Kaisha.

Hongkong, 19th June, 1900. [787b]

## Intimations.

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1900.

## NOTICE.

NEITHER the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

ABNER CORBET, Amer. ship, Colcord.—Order, CEDARBAK, Brit. mast bark, R.A. Batcheler.

—East Asiatic Trading Co.

## Intimation.

A. S. WATSON & Co., LIMITED.

## WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Bottle
1/2 ST. ESTEPIE, Red Capsule.....	6.96	7.56
C ST. JULIEN, Red Capsule.....	9.00	9.60
D LA ROSE, Red Capsule.....	12.96	13.92
CHATEAU HAUT BRION LARIVIER.....	18.60	19.20
CHATEAU MOUTAN D'ARMAIL.....	21.00	22.20
CHATEAU FORTY CARNET.....	25.00	
CHATEAU LA TOUR CARNET.....	30.00	
CHATEAU RAUZY.....	42.00	
CHATEAU LAFITTE.....	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFITTE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 20, 1900.

## TELEGRAMS.

Special to the "Hongkong Telegraph."

## SPECIAL TELEGRAMS.

## THE TROUBLE IN THE NORTH.

## THE TAKING OF TAKU FORTS.

## THE CASUALTIES.

(From Our Own Correspondent.)

SHANGHAI, June 19th.

7.7 p.m.

The Senior Consul has received a telegram from Taku to the effect that in the bombardment and the subsequent storming of the Taku Forts on Sunday six foreign officers and forty marines were killed and thirty-five wounded.

A telegram to the Shanghai Morning states that the British sloop *Algerine*, the German gunboat *Illis* and a Russian gunboat were badly damaged by the fire of the forts. Seven Germans were killed and two British officers and two bluejackets wounded.

So far the British Consul General, Mr. Pelham Warren, has received no details of the affair.

Received 5.30 p.m. 19th.

Published 5.30 p.m. 20th.

## NEWS FROM PEKING.

## SITUATION VERY SERIOUS.

## KALCAN TELEGRAPH STATION BURNED.

(From our own Correspondent.)

SHANGHAI, June 20th.

9.26 a.m.

Chinese official despatches from Peking, dated 17th instant, state that the situation at the Capital was then considered to be very serious.

Kalgan Telegraph Station has been burnt and the staff has fled towards Mongolia.

Received 9.40 a.m.

Published 5.30 p.m.

## BRUNEI.

## THE REPORTED ANNEXATION.

## THE SULTAN DECLINES BRITISH RULE.

(From our own Correspondent.)

LANJAN, June 20th 10 a.m.

The Straits Settlements yacht *Seabelle*, with the High Commissioner for Borneo, returned direct

from Brunei to Singapore, without calling here.

The relations between the Sultan of Brunei and the High Commissioner, during the visit of the latter, were cordial.

The Sultan, however, politely declines to assent to the appointment of a British Resident to Brunei.

He reiterates that the present system of government is satisfactory, provided the British Consul is impartial and ceases to favourajah Brooke at the expense of Brunei.

He expresses himself as grateful for the offer of assistance from Her Majesty the Queen, which, if sincere, he contends, must take the form of the British Government insisting upon the Limbang District being returned to the Sultan by Rajah Brooke.

Received at 10.45 a.m.

Published at 5.30 p.m.

## REUTER'S TELEGRAMS.

## THE WAR.

## THE SITUATION IN CHINA.

## REINFORCEMENT OF THE HONGKONG GARRISON.

LONDON, June 18th.

The Seventh Bengal Infantry has been ordered to Hongkong.

## NEW CAPE CABINET.

A new Cape Cabinet has been formed with Sir Gordon Spragg as Premier and Treasurer, and Mr. Rosies as (2 Rosies) Attorney General.

## PRESIDENT KRUGER'S MOVEMENTS.

President Kruger has removed his headquarters to Alkmaar near Nelspruit.

## THE ORANGE RIVER COLONY.

## BOERS ATTACK POST AT ZAND RIVER.

## REPULSED BY GENERAL KNOX, CASUALTIES.

Lord Roberts wiring from Pretoria 16th inst., says that 300 Boers attacked the British post at Zand River on the 14th. The enemy was driven off by General Knox from Kransdorp. The casualties were Seymour of the Pioneers and two men killed; one officer and eight men wounded.

## WEATHER REPORT.

The Observatory report says:

On the 20th at 11.55 a.m. the barometer has risen in S. China, Formosa and the Philippines. Pressure is high generally in China and Japan, and highest in the latter area. The low pressure trough lies now only over the middle and Western part of the China Sea, probably in about 14° Lat. Gradients slight for N.E. and E. winds in S. China, rather steep with strong N.E. winds in the N. part of the China Sea. Strong S.W. winds in the South of the China Sea. FORECAST—Moderate N.E. winds; fine.

## LOCAL AND GENERAL.

The British India Steam Navigation Company has extended its Calcutta-Manila line to Yokohama.

The Archbishop of Canterbury has just told a branch of the Church of England Temperance Society that he intends to be a thorn in the side of every Government that wants him to let the matter of temperance rest.

LORD ROBERTS is stated to be the only man living entitled to wear two Victoria Crosses. One he won nobly, and wears on his left breast; the other—won by his son—he is commanded to wear on the opposite side.

Most smart women have a fad for collecting. Some give their time and money to the accumulation of lace and china, while others have one particular precious possession that is prized above all other. It is said of Miss Edith Rhodes that she possesses better and bigger diamonds than most crowned heads can boast of, and these have all been given to her by her brother. The choicest of these gems was taken from the famous Wesselson mine at Kimberley.

FILIAL affection and duty are two of the characteristic virtues of the Chinese. A Chinaman scarcely enters his 'teens' before he commences to contribute to his parents support.

This subject has been dwelt upon at very great length by many writers on China and its people. It is seldom, however, that foreigners get the opportunity of realizing how universal the virtue has become. A man may be a robber and murderer, but he would never be so bad as to forget his duty to his parents.

Of the eleven men who were yesterday found guilty of the crime of armed robbery, everyone it turned out, from their statements to His Lordship the Chief Justice, has aged parents alive who are dependent on their good children for a living. It was amusing to notice too how aged the parents are.

The prisoners were asked to give their statements one by one. The first one modestly referred to his parents as being 50 years old and as the interpreter went further down the row, the ages of the prisoners' parents began to increase. The fourth prisoner's father and mother were 72 and 70 years old respectively, and the fifth went as far as 80 years for his parents. The sixth however did not care to go beyond this. He rather preferred to stick to the truth, for his parents were each only 70 years, yet to make his appeal to the jury more "taking" he added his father's and mother's age together to make their look big. The next prisoner did not lay much stress on his parents' ages, but he referred to his Lordship as the "parent of the public." We are afraid this compliment failed to influence the sentences.

A HOUSE paper announces that: "A Holloway woman has died from taking 150 pills." The heading of the paragraph is, "In a Nutshell."

TO-DAY, being the anniversary of the accession of Her Majesty Queen Victoria, the warships in harbour were dressed and a royal salute was fired at noon.

DR. LEYD has disappeared entirely in Europe since things have been going less well in his country. Influenza (diplomaticus) is said to be again on the increase in several places on the Continent.

200,000 men in the field consume in six months 16,000 tons of preserved meat; 16,000 tons of biscuit, 170 tons of tea, 4,000 tons of sugar, 140 tons of coffee, 4,000 tons of jam, 500 tons of salt, 30 of pepper, and 8,000 of vegetables.

With reference to the proposal to grant increased allowances to the relatives of private soldiers killed in battle, the Government are being urged to consider the wisdom of avoiding lump payments to widows, and substituting annuities.

The Chaggs Research Scholarship of £300 per annum has been awarded to Mr. G. C. Low, of the London School of Tropical Medicine. He will accompany Mr. Chamberlain's expedition to study malaria in the Roman Campagna, and will subsequently proceed to the West Indies.

## ADMIRAL SEYMOUR REACHES PEKING.

The military Authorities have, we learn, received a telegram to the effect that Admiral Seymour has reached Peking. The wire, however, fails to state how many troops are with him and it is rumoured that he has only been able to get through with two hundred men.

## THE BOXER TROUBLE.

There is a rumour in town to-day to the effect that Boxer meetings are being held at Sam Chun, the town just across the new frontier which was occupied by General Gascoigne and afterwards loyally surrendered by the Dowager Empress. So far we have been unable to substantiate these reports, but it is a significant fact that extra Police are being drafted to the stations contiguous to the frontier of the New Territory. Should trouble arise in the Hinterland the folly of the retrocession of Sam Chun will be amply demonstrated.

We learn that a private telegram has been received in the Colony announcing the entry into Peking of the Peking Relief Force under Vice-Admiral Sir E. H. Seymour. This will at least save the Legations and the lives of the foreigners, we trust, and their many friends in Hongkong and the coast ports will have a great weight of anxiety lifted from their minds.

Up till the time of going to press there was no news of any of the warships now in port being ordered away, the Naval Authorities having received no orders on the subject. H.M.S. *Pique*, conveying the destroyer *Otter* from Singapore was expected to-day but so far neither of the vessels have put in an appearance. They have most likely been delayed by heavy weather. H.M.S. *Bonaventure* has taken in six months' stores and was coaling until about four o'clock this morning. She is now ready for sea at five hours notice. H.M.S. *Rosario* is also coaled and ready, and having Belleville boilers she can leave at very short notice.

In case of emergency the gunboat *Redpole*, which is being kept under steam, can leave at a moment's notice.

H.M.S. *Terrible* is expected to reach Taku to-day and the *Hinang* to-morrow.

We learn that H.E. Li Hung-chang, the Viceroy of the Two Kwangs, is expected to arrive here to-morrow from Canton en route for the north, he having been suddenly recalled in connection with the Boxer troubles.

The Chinese fear that the departure of Li Hung-chang from Canton will be the signal for the Boxers making their appearance in that city. This being the case it is to be hoped that the Naval Authorities will see their way to sending a sufficient force to Shanghai to ensure the protection of foreigners lives and property. The unprotected state of the Shanghai has already become a subject of comment, and surprise is expressed in many quarters that no British gunboat has been sent up for the protection of the settlement. It would be foolish to wait until rioting actually commences before taking precautions. It is too much like tempting providence.

It is said in Canton that Li Hung-chang is taking north a large stock of arms which he has collected in Canton. He is expected to leave in the *Kwang Lee* but, as yet, the date of her departure is uncertain. It is expected that she will sail either to-morrow or the day after.

It is said in Canton that the commander of the Bogue Forts has received orders to fire on any foreign warship that may attempt to pass.

It was stated in Canton yesterday that the French and American Consuls had telegraphed for gunboats. Upon enquiry at the respective Consulates here we were informed that nothing was known of the matter as such telegrams would be sent direct to Saigon and Manila.

The Canton silk dealers report business to be getting more brisk and as all was quiet in the City this morning it looks as though there was no immediate trouble impending still, we think it would be as well to have one or two ships lying off the Bogue Forts.

The Russian gunboat mentioned in our Shanghai Correspondent's telegram as having been badly damaged by the fire of the Taku Forts is in all probability the *Korvitz*, Captain Silman, mounting 11 guns, as our Tientsin Correspondent mentions her as having been in the inner anchorage at date of last advice.

The *Algerine* is a sloop of 1050 tons, mounting six 4 in. guns. Her officers are:—Commander—Robert H. J. Stewart. Lieutenants—Arthur S. Chambers, George Duncan, and Sydney Robinson. Surgeon—James W. W. Stanton. Engineer—Arthur F. White. *Asst. Paymaster in Charge*—Herbert J. Hargrave. Gunner—Ernest G. Courtis.

The German gunboat *Illis* is a vessel of 10 guns. Her Officers are:—Commander—Capt. Lans. Lieutenants—Kühne, Hoffman, Wallenstein, Hoffman, Hippel and Nörger. Engineer—Nelles. Surgeon—Münster. Sailing Master—Koslik.

## THE TRANSVAAL WAR FUND.

We have received the following for publication:—FROM THE LORD MAYOR, LONDON, TO THE GOVERNOR, HONGKONG.

The Mansion House, LONDON, April 30, 1900.

Sir,—I have to-day received through the Hongkong and Shanghai Banking Corporation the final instalment of £7,309 11s. 8d. of the subscriptions raised among the Community at Hongkong for the Transvaal War Fund, making with the first, a total of £14,809 11s. 8d. I shall be grateful to Your Excellency if you will kindly take an opportunity of conveying to the donors my sincere and cordial thanks and of assuring them that their manifestation of their sympathy to the sufferers by the War has been greatly appreciated in this Country.

I have, etc., (Sd.) ALFRED J. NEWTON, Lord Mayor.

His Excellency Sir H. A. Blake, G.C.M.G., Governor of Hongkong.

## BRITISH TROOPS FOR CHINA.

The military authorities have received telegraphic advice from India to effect that the 1st Bengal Lancers, 1st Madras Pioneers, 22nd Bombay Infantry, 24th Punjab Infantry, 1st Sikhs and 7th Bengal Infantry have been ordered to China. In addition to this force a Company of Engineers and a field battery, both English, are to be despatched. Two of the regiments are to engage duty and the rest of the force is destined for the Yangtze Valley. The troops should reach here in about three weeks time.

## THE NAVAL GUNS WITH THE LADYSMITH RELIEF COLUMN.

(Continued from yesterday.)

Friday, 23rd.—The losses were heavy for the ground gained. They must have been 300, and included Col. Wynne, the Brigadier of the Lancashire. Col. Kitchener now took his place and the firing line was re-arranged. This morning early the two 4.7 naval guns were posted among the kopjes, every inch and range of which the Boers knew—the R.F.A. and howitzers were further in front of them. Very soon the long range guns were engaged in a duel with the Boer guns which, if left alone, would have harassed the troops and the R.F.A. far more than they were now able to. The idea was to advance with our right on the railway and bore through the defence line at Terrace Hill. Therefore, when not engaged by the Boer guns, all available guns bombarded Terrace Hill. A 4.7 platform gun was now mounted at Gun Hill, and with the 6-inch helped to keep down the Boers' guns' fire. They had at least three 45 pounders, a dozen 12 or 15 pounders and several small guns—all long range, besides, of course, pom-poms and some of the guns of short range they had got.

At 12.30 Hart's Brigade, supported by part of Norcott's moved off to take Terrace Hill. The usual patter of musketry was going on all along our line, accompanied by the deeper din of the artillery. For about a mile Hart's men moved along the railway, and were apparently unnoticed. The Inniskillings led. No Boers were visible on Terrace Hill, or at any rate very few; but the few we caught sight of were all moving the same way, namely to reinforce the bridge over Onderbrook Spruit, they lost their friendly cover, and the patter of musketry leapt into a loud rattle. No longer was the skyline of Terrace Hill empty; it was full of Boers bobbing up shoulder high and shooting for all they were worth. And unseen pom-poms were at work too, so that Hart's men had a gauntlet to run indeed. 60 men went down here, before they had got near the place they were going to attack. Of course, directly the Boers showed up they drew a heavy artillery fire on themselves. There was a kopje to carry before they got to the spur of Terrace Hill, up which the attack was to go; in fact they now had to fight their way along. But at 4 o'clock the two leading battalions were ready and General Hart ordered the attack. It was nearly sunset before they were up to the top, where cover ceased, and 400 yards back from the edge, rose the entrenched kopje, which it was intended to carry.

The moment they emerged on to the top and began their rush forward, they came under a terrible fire from Railway Hill—their front, and left front. Very few ran far. The small remainder dropped and fired where they were, and got back to cover when they could. It was heart-breaking to watch. It was clearly impossible for them to make any headway; rifle fire came from all sides, and, in spite of the artillery, from the crest of the kopje as well, the attack had failed. Other companies renewed it in the falling light, but they too were driven away, and went forward. Two Colonels, three Majors and twenty-eight other officers and over 550 men had fallen. Then came the night. Still the unsightly splutter of rifle fire went on; and now the guns and their escorts in the kopjes, freed from the strife of shell, began to endure a steady sniping, which, bursting into an occasional roar, ran all along the front.

Saturday, 24th.—At daybreak the artillery recommenced on both sides. It was seen that Hart's men had in the night put up lines of sandbags, so that they might hold to their position near the top of the hill. But the Boers had sent small parties round the wooded broken slopes to their left front, and the trenches here came untenable. Hart's men were retired, and later in the day their sandbags were re-occupied by the Durham Light Infantry. Their flanks now protected by flanking parties. Still the killed and wounded lay out on the top of Terrace Hill. During yesterday's attack our line had been pushed forward a little on the left, but not much. There was no infantry movement to-day. A steady fire was kept up from both guns and rifles. This was no rear-guard action; it was an impasse. Something else must be tried. And it was decided, while holding our present firing-line, to withdraw our reserve battalions and guns south of the river, put the guns back in positions that commanded, and if possible enfiladed the Boer lines, and prolonging our line to the East, recross the Tugela there and go right round the flank of the enemy's position at Pieters. We should take Pieters or Three Knoll Hill first, then Railway Hill, and finally Terrace Hill, and so prepare the way for an advance along the Pieters-Ladysmith Road. Four naval 12s. were sent across at once to Monte Christi.

Sunday, 25th.—These movements were completed in the dark; the guns were brought down to the position, and at dawn on Sunday they and the Mounted, Irregulars, and Kitchener's Brigade filed across. The Springfield force was now called in. There was no firing to-day by a mutual agreement, and the wounded on Terrace Hill were at last attended to. The two platform 4.7 guns were ordered out from Gun Hill to the Hangwhani plateau. By noon the wheeled 4.7 guns were in place.

but hidden, close alongside the four naval 12s. Four more 12s. were well up the northern spur of Monte Christo.

Monday, 26th.—And two platform 4.7 guns were being placed on the part of Hangwhani Plateau between Downmans and the falls; the four 5-inch guns and the howitzers were to the westward of these, and the R.F.A. was distributed along the edge of the same plateau. Rifle fire recommenced at 8 p.m. last night, but the Boers were apparently only ascertaining whether or no we still held to our old firing line, and when we replied they ceased. All Monday was passed in desultory rifle and shell fire. The powerful naval glasses with the western naval guns on Hangwhani were used a good deal as an observing station by General Buller and his staff, and we were able, by their means, to help to keep him well informed of the Boer's doings and the doings of our own units. Colenso kopjes were no garrisoned by General Coke's Brigade and two naval 12s. A pontoon bridge was got all ready to throw across the river in the morning, just below the falls. Kitchener's Brigade still held fast on the advanced low kopjes on our left. Hart's men still held to their positions above the slopes of Terrace Hill and the adjacent gorges of the river. Barton's Fusiliers Brigade, Kitchener's Lancashire men and Norcott's Rifle Battalions were all ready to cross the moment the pontoon was



## AT THE MAGISTRACY.

## A CHEQUERED CAREER.

This morning an American Ex. Army officer named R. K. Cramer was brought up on remand before Mr. Hazeland on three separate charges of obtaining money under false pretences. The case was first heard on Monday but at the prisoner's request a remand was granted till to-day to allow him an opportunity of drawing up a statement.

It appears that this is the same person who has been doing an extensive business in fleecing people for sums of money, not only in the Colony but in Macao and Canton. The persons from whom he had managed to get money, when they found out how they had been "done," did not care to take proceedings against him, being naturally reluctant to show how innocently they had been deceived. This presumably encouraged Cramer to still carry on his little game, but on Saturday night he carried it too far. It seems that he went into the German Club and tried to obtain a loan of money on the pretence that he had come over from Kowloon and had forgotten his pocket book—rather a bad habit of his. He stated to Mr. Hubbs, Messrs. Lums, Wheeler and Co. that he wanted to go to the Peak and solicited a loan of \$5. This amount not being forthcoming, he said one dollar would suffice. This made Mr. Hubbs suspicious so he communicated with the police and Sergeant Terrett was sent down to arrest the culprit. On reaching the Club, Sergeant Terrett found that "the bird had flown" but hastening down to Peddar's wharf he captured him just as he was about to step into a sampan.

To-day he pleaded guilty and made his statement. He omitted to mention that he had been cashiered for grossly unbecoming conduct. He stated that his father was at present a police court judge in New York. He himself, on graduating from college had been appointed reporter on the Philadelphia Times and had succeeded so well in his profession that he was promoted to sub-editor and finally to manager of that journal. He then joined General Wheeler's Staff as Aide-de-Camp and distinguished himself so well in the Philippine War that he was appointed Provost Marshal at Manila. He had always led an upright and honourable life and now pledged his word of honour that the amounts which he had borrowed to tide him over his temporary difficulties would be refunded as soon as he received money from America. He belonged to several important societies and organizations in the United States, had been a lieutenant-colonel in the Georgia State Volunteers, and Vice-President of the Press Association.

His Worship said that he regretted to see a man like the prisoner, who had evidently been a gentleman, in such a position, but he had committed a serious crime. Taking into account that he had pleaded guilty, he would deal lightly with him and sentence him to two months' imprisonment with hard labour on each count, or six months in all.

A Packer at Jardine's Bazaar, for stealing eight cents worth of sugar, was sentenced by Mr. Hazeland to two months' imprisonment with hard labour.

An inquest was held this afternoon on the death of a Chinaman who was killed by the fall on the 20th ult. of a house which was being rebuilt.

The young lad who was arrested last week for going round houses and representing that he was under the employment of The Water and Gas Companies to test the water, thereby receiving small sums of money was to-day discharged. Mr. Hazeland said that on account of the prisoner's age, he did not care to send him to prison as imprisonment would do anything but improve him. His only regret was that there was no reformatory to which he could be sent. He bound him over for a personal bond of \$50 to come up for sentence when called upon.

## A WONDERFUL RIFLE.

An Italian military journal *L'Ufficiale in Congedo*, gives an account of a perfected automatic rifle invented by Captain Cei-Rigetti, of the Italian army, and recently exhibited by him to the officers and garrison of Brescia. The chief feature of the weapon is the employment of a part of the gas generated by the discharge of each cartridge in working a rotary cylinder which extracts the empty cartridge case and automatically recharges the weapon from the magazine. The mechanism is said to be extremely simple. A tiny hole is bored in the barrel of the rifle near the muzzle. Through this hole part of the gas escapes into a chamber placed below. At the end of the chamber lies the rotary cylinder which, turning upon itself under the pressure of the gas, opens the breech and allows the gas to eject the empty cartridge case, the place of which is then taken by a fresh cartridge from the magazine. Apparently the breech is closed by some spring action, though this is not expressly stated in the description. The closing of the breech seems to move a detonator, which fires the new cartridge, a small part of the gas from the new explosion being used to eject the discharged cartridge and fire a third. This automatic operation is repeated as many times as there are cartridges in the magazine. Captain Cei has arranged his ammunition in clips containing from six to 25 cartridges, to be used according to the kind of firing desired, that is, according to the conditions of naval or offensive or defensive land warfare. At Brescia, Captain Cei fired as many as 15 shots per second, each having a muzzle velocity of 700 metres per second without altering his aim or taking the rifle from his shoulder. An advantage of the Cei rifle seems, indeed, to be that the action of the ejector is such as to obviate the necessity of lowering the weapon and taking fresh aim after each discharge. This applies also to slow and deliberate firing, which can be obtained by means of an interrupting lever. When automatic fire of the most rapid description is desired the trigger is pressed once, and all the cartridges in the magazine, say 25, are discharged in less than two seconds, the detonations following so rapidly upon each other as to be practically continuous. The employment of gas to increase the rapidity of fire has already been introduced by Captain Cei into Italian automatic quick-firers. As far as can be ascertained, use of a part of the gas for automatic purpose in no way affects the efficiency of the fire or the range of the rifle. The mechanism for rifles consists of four parts, which are stated to be easily applicable to existing magazine weapons such as the Mauser, but without greatly increasing their weight. The invention has been patented, and the patent bought by an Italian company—S. Olin.

## LABUAN NOTES.

(From Our Own Correspondent.)

LABUAN, June 6th.

The Rajah's expedition has returned, and although a glowing account of the same appears in the *Sarawak Gazette* of the 1st inst., anyone a little versed in local affairs can read between the lines and see that it was not such a brilliant affair. Officially they must of course make some sort of show, but privately we know that he was obliged to cry halt, in order not to incur the displeasure of the British Government. You will notice from Rickett's diary that they suddenly returned on the 17 May, the very same day the Consul went off in hot haste from here to Broeketon, having the previous night put off his journey to Sandakan, owing to a telegram received. So you see some good has been done by the publicity you have been the means of giving to a thing they hoped to do entirely on the quiet, and add more territory to the Rajah's already sufficiently large domains. As a matter of fact, the diary proves that a few wayfarers were shot down and their houses burnt. The people of the district went over en masse into Dutch territory, whose government have secret agents here to inform them of all that goes on. This I know from ocular proof, as I have forwarded letters which the senders, Malay's of standing, would not entrust to the local post office. The Rajah has no more right to the Trusan Hinterland, and in fact to Trusan itself, than you have. He usurped that territory owing to the carelessness or neglect of our Consul, and his disregard of the Sultan's protests. After it was all done, the British Government, to avoid any bother, quietly let the matter slide.

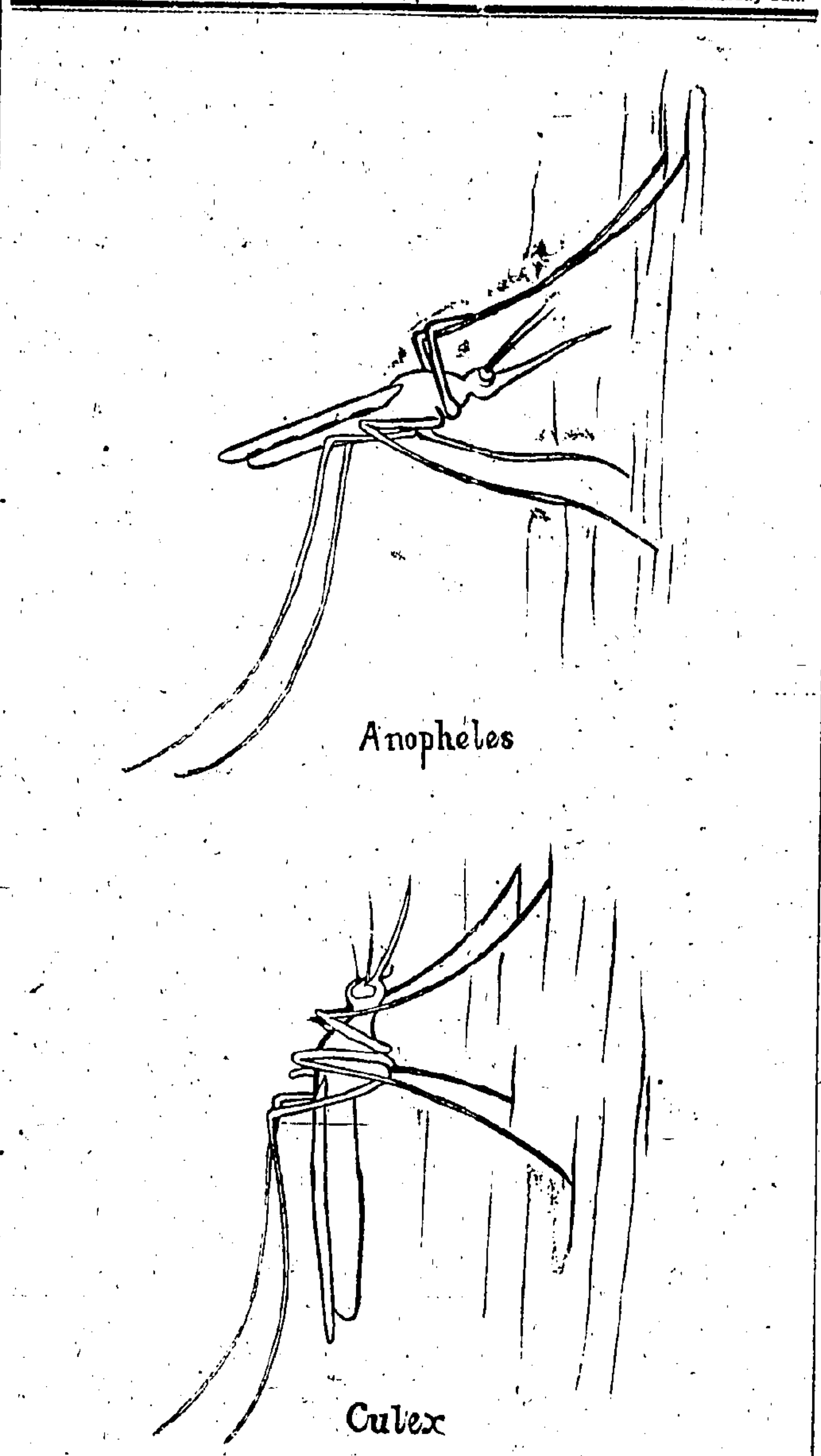
Had the Sultan had an energetic defender, the thing would never have happened, and the Rajah would have had to disgorge. The same thing occurred with regard to Limbang; even the present Consul here, who is a great friend of the Rajah's, told me it would never have happened had he been here at the time, but that it was no use stirring up the question again. That the Rajah is not yet quite secure of the sovereignty of the e territories, which has never been officially recognised, you can see in the official *Sarawak Gazette* of 1st June, in the proceedings of the Supreme Council held on the 10th May ulto, promulgating an order dealing with itinerant traders, which order is to apply to all the territory of Sarawak with the exception of the Broeketon, Limbang and Trusan districts. We will allow that the Trusan and Limbang districts are now under the Rajah's rule, and had better be left so, but I think the Rajah should be restrained from encroaching any further on the Sultan's territory or exercising coercive jurisdiction in Broeketon (Muara). If we have made a solemn treaty with the Sultan guaranteeing his independence, it is our bounden duty to keep it, or otherwise how are the white race to be respected? There is nothing whatever the matter with Brunei; it is a peaceful place, and crime is decidedly less than in our own colonies of Hongkong and Singapore, and this wretched hole of Labuan and the Chattered Co's territory. A preconceived system of defending Brunei and its rulers has intentionally been propagated by the Rajah's sycophants, in order to create an excuse for interference, utterly unwarranted, and the Residents of Trusan, Limbang and Broeketon have duly carried out this policy, simply because they have been judge, jury, plaintiff and defendant all at the same time.

They were at liberty to invent whatever came first into their fertile brains, knowing full well there was no European living near able to contradict them, or even if there were, their official position allowed them a certain impunity, especially to give the usual official denial. Imaginary grievances of individuals unknown in Brunei, and even the commonplace murder, have not been wanting to complete the job. Then a "chiel among them taking notes" is naturally unpleasant and upsets their airy cart; consequently the invective of the leading article in the *Gazette* of 1st June is not surprising. The account given by me is the truer version, and not the official cut and dried, and this is where the shoe pinches. The officials of any State never like the naked truth, as you know perfectly well. I do not find fault with the Rajah's rule; quite the reverse; I consider his the best governed country of the Far East, but like all other things it is not perfect. Many of the benefits supposed to be conferred upon the natives are quite gratuitous; still, if he has to go at any time, it were better for the whole of it to the Rajah rather than an inch of its territory should fall into the hands of this grasping, wretched, and unscrupulous Chartered Company. But I do not believe in a big nation gobbling up all the small ones, the latter are necessary to maintain a proper equilibrium of power, otherwise if we are to have only two or three large powers in the world with all mankind vassals to them, it may become necessary at no very distant date to fight for the rights of mankind again, and the scenes of the closing years of last century and commencement of the present will be repeated. We have instances in America in the Trusts and Monopolies how a few capitalists are trying to enslave the rest of the people, yet so blind are the general public that they fall into the trap like cockroaches. The same thing is happening elsewhere, under the false name of Imperialism. Brunei should be upheld as a buffer state and allowed to work out its own salvation without further encroachments from anybody. It were better so; then neither the Rajah nor the Chartered Company can get at each other.

You got a little at sea re my telegram about "organizing affairs" at Muara. However my letter of 15th May will have put matters right. I said in telegram *that the Rajah was organized at Muara, and the Rajah was one likes to put it, this is an illegal act, a breach of international law; a violation of our treaty with the Sultan, and contains the latter's sovereign rights.* Rajah Brooke bought the coal concession of Brunei from Mr. Cowie, who held them from the Sultan; the Rajah therefore is there simply as a private individual, paying \$1200 per annum royalty. He ought to work the mines simply, and has no authority whatever to exercise sovereign or territorial jurisdiction. Muara, none the less for being a coal concession, is an integral part of Brunei, at the very doors of Brunei river. The Rajah, without permission, has placed a "resident" there, and has established Civil and Criminal Courts. He should be made to climb down by the protecting power. He defies the authority of the Sultan, and will not allow him to fly his flag there, and the Consul here, it is said, has hitherto torn up the protests of the Sultan, and not forwarded them; but I intend to have this business thrashed out at home. The way the editor puts the thing in the *Gazette* is absurd. Of course he owns the colonies (for 99 years) but he is silent on the point of the Sultan's approval of territorial jurisdiction, which the Sultan never has and never will agree to, unless by force, and England is in duty bound to uphold the Sultan's authority, and not allow the Rajah to usurp it, especially as there is no excuse whatever for doing. They deny any expedition from Baram; as this is Sarawak territory they can do this at

will with a great deal of success, especially as they want to draw a veil over these proceedings, reflecting little credit on the Rajah. I have it on the authority of some of the Rajah's own men who were there. From the diary of Rickett you will see the Dyaks he took he acknowledges were unruly. What do you think those that went on their own hook from Baram were capable of? Probably their numbers may be exaggerated, but that a number went is beyond doubt. Possibly they went without the direct permission of the Rajah. You who know Borneo are aware these fellows are the "black flags" of Borneo, and capable of anything when let loose, on plunder.

By the bye, I see the Rajah trying to keep his subjects in the country by imposing a passport system with a tax of \$5 per head on those who wish to go, which will be virtually prohibitive to the mass. Whether the expedition was commanded by Rickett or Rajah Muda is immaterial. Rajah Muda as the Rajah's son was of course the principal personage. Reports reach us that round about Sulu things are very unsettled. The Yankees are exasperating the natives. You will have observed that the Governor of the Straits Settlements is paying attention to the Sultan of Sulu. The latter was at the birthday ball.



THE MALARIAL MOSQUITO.

The following interesting description of the two mosquitoes *Anopheles* and *Culex*, is taken from a paper by a correspondent on the Malaria Expedition to Sierra Leone.

*Anopheles* is the malarial species. "First of all it must clearly be understood, that genus *Anopheles* differs much from genus *Culex* in the adult, in the larva, and in habits. In the second place it is no less important to note that anyone, even the most ignorant native can easily distinguish between the two kinds if told how to do so. The principal zoological difference is, of course, that in the female *Anopheles* the palpi are long, whereas in the female *Culex* they are short; but this will not be of much assistance to the public. Fortunately there is a more striking difference—in the attitude which the insect adopts when seated on a wall. The rough sketches herewith will suffice to show this.

Hence any one who looks at a mosquito when it is seated—the time when it is best seen, of course—can tell at a glance to which genus it belongs. Popularly described, the tail of *Anopheles* is said to "stick outwards," while that of *Culex* points downwards, or even a little toward the wall. In short, *Anopheles* when seated, looks somewhat like a thorn fixed on a surface by the point. In *Anopheles* the proboscis is directed towards the surface on which the insect happens to be; in *Culex* it is directed parallel to that surface.

Another striking difference is that in *Anopheles* the wings generally have several dark spots along the anterior edge, while in *Culex* the wings are generally plain. A third difference is that in *Anopheles* the proboscis appears peculiarly thick and long, giving the insect a pelican-like appearance. This is due to the palpi being held close to the proboscis. *Anopheles* vary much in colour—from a light fawn to a dark greenish-black. Individuals vary in size too, from about 3 mm. to 5 mm. in length, (3 inch to over 3/16 inch) not counting the proboscis. The local species seem to bite at night, and are to be found asleep on the walls during the daytime.

So much for the adult *Anopheles*. I think anyone will be able to recognise them from the description. Needless to say, there is danger of malaria wherever *Anopheles* is to be found in houses, barracks, and hospitals. As regards larvae also, *Anopheles* differs largely from *Culex*. *Culex* larvae always have breathing tubes close to the tail fin. When a *Culex* larva comes to rest at the surface of the water, the point of the breathing tube is thrust upward into the air and the larvae thus hangs downward, suspended by its breathing tube, as it were. The *Anopheles* larva have a very important difference, when enables anyone to recognise them at a glance—they have no breathing tube, and when at rest, they do not float head downward, but lie flat on the surface like sticks. Instead of the breathing tube there are merely two respiratory apertures near the tail, so that the *Anopheles* larva is apparently compelled to adopt the horizontal position when at the surface. There is another important difference. *Culex* larvae, when disturbed, immediately wriggle down to the bottom of the water. On the other hand, *Anopheles* larvae can move not only in this manner, but with a few rapid jerks along the surface; indeed, this seems to be their more common kind of progression

unless much disturbed, when they sink to the bottom. These details, trifling as they may appear to be, are probably of first importance as regards tropical sanitation, because it follows that pools which contain flat-floating surface-moving mosquito larvae may be considered to be foci of malaria. As anyone can distinguish these peculiarities after once having seen them, they are by no means to be despised.

We now approach the all-important subject of the habits of the *Anopheles* larvae. What kind of water do they live in? Where may we expect to find them? May we hope to destroy them on a large scale?

*Culex* larvae live everywhere in warm countries—in almost every pool, tub, well, cistern, broken bottle, empty sardine tin, or anywhere where a little water lodges. It must be observed, therefore, that the sources of *Culex* cannot well be removed by drainage of the soil, being dependent more on slovenly domestic arrangements than on anything else. In fact, the common species of *Culex* are essentially domestic animals. Neither are they very dependent on rain; sloop-water, drains, garden tubs, etc., being found at all seasons. Now, as Ross has pointed out, malaria is amenable to drainage, and is largely influenced by the rainfall, while its distribution is very local and not nearly so general as that of at least the commoner species of *Culex*. Hence his inference that malaria depends on a kind of mosquito which breeds, not in pots of water, but in puddles on the ground.

*Culex* is essentially a pot-breeding mosquito; *Anopheles* is a puddle-breeding—or even a stream-breeding mosquito. It is best to begin with a list of the places in which *Anopheles* larvae are not found—at least generally. These are: (1) Very evanescent rain water puddles; (2) puddles free of green weed, fungus, or algae; (3) puddles in watercourses and other localities which are apt to be scoured out by heavy rain; (4) large pools which do or may contain minnows; (5) rapid streams, drains, or runnels; (6) Wells, cisterns, pots, tubs, etc. This list is a long one, and evidently excludes the large class of water. On the other hand, the larvae are often—indeed generally—found in: (1) small, slow runnels flowing on soil and containing algae, (green, flocculent waterweed); (2) small puddles containing algae, and frequently replenished by the overflow during rain of the above; (3) stagnant and fairly permanent collections of rain water containing algae or green fungus, and not capable of being scoured out during rain.

From a practical point of view, the observations just given are important, because they enable us to avoid draining a whole-malarious area, a thing which few towns in the tropics can afford; and by teaching us how to indicate with scientific certainty the precise foci of malaria, enable us to reduce the cost to a minimum by dealing only with the actually dangerous spots. I understand that experiments with bill are shortly to be made. It has been found that *Anopheles* larvae, owing probably to their floating flat on the surface of the water, are killed very rapidly by kerosene oil.

P. S. The following experiment has just (Sept. 21st 1899) been completed: A drachm of kerosene oil was poured on a puddle about a square yard in area. All the *Anopheles* larvae were found dead after the hour.

## THE PLAGUE.

Cases reported to 19th instant ..... 637  
Do. do. during past 24 hours..... 6

Total..... 643

Deaths reported to 19th instant ..... 577  
Do. do. during past 24 hours..... 7

Total..... 584

## SHIPPING REPORTS.

Capt. T. Ogata, of the steamship *Maidzuru Maru*, from Tamsui, Amoy and Swatow, reports:—Cloudy weather with moderate breeze and sea.

Captain P. T. Helms, of the steamship *Suisang*, from Calcutta, Penang and Singapore, reports:—From Singapore to Paracels strong W.S.W. to S.W. winds and sea with squalls, thence to port strong N.E. winds and sea, fine and clear.

Captain E. J. Tadd, of the steamship *Suisang*, from Calcutta, Penang and Singapore, reports:—From Singapore to Paracels strong W.S.W. to S.W. winds and sea with squalls, thence to port strong N.E. winds and sea, fine and clear.

Capt. F. W. Joslin, of the steamship *Kong Beng*, from Bangkok, via Koh-si-chang, reports:—Koh-si-chang to Cape Padaran strong Western wind, heavy squalls and much rain with a high confused sea. Padaran to Paracels strong S.W. winds and dull gloomy weather, thence to port strong Northerly wind and high confused sea. Mean Bar 29.80.

## NOTANDA.

## CALENDAR.

JUNE.  
Meteorological means based on fifteen years' observations to 1895.

Barometer..... 29.764  
Thermometer..... 80.7  
Humidity..... 83.0  
Rainfall..... 10.496

TO-DAY.  
WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.

Barometer..... 29.87 29.79  
Temperature..... 80 80  
Humidity..... 63 70  
Rainfall..... 70

## TO-DAY.

Wednesday, 20th June, 1900.

Chinese—24th of 5th moon of 26th year of Kwang-si.

Sun—Rises..... 5hr. 18min.

Sets..... 6hr. 45min.

Moon—Last Quarter 3hr. 37min. a.m.

High water—Morning..... 2hr. 38min.

Afternoon..... 5hr. 37min.

Low water—Morning..... 10hr. 37min.

Afternoon..... 6hr. 07min.

## ANNIVERSARIES.

1837—Accession of Queen Victoria.

1867—Russian-America purchased by the United States.

1891—Attack on mission premises at Hamen city.

1896—Madagascar declared a French Colony.

1897—Reign Thanksgiving Day.

1898—Russia stopped Chinese warships from entering Port Arthur.

1899—Shanghai Reports that Italian claims will be allowed to drop.

## TO-MORROW.

Thursday, 21st June, 1900.

Chinese—25th of 5th moon of 26th year of Kwang-si.

Sun—Rises..... 5hr. 18min.

Sets..... 6hr. 45min.

High water—Morning..... 3hr. 50min.

Afternoon..... 5hr. 47min.

Low water—Morning..... 10hr. 37min.

Afternoon..... 6hr. 07min.

## ANNIVERSARIES.

1860—Melazzo captured by Garibaldi.

1870—Massacre at Tientsin.

1895—Opening of the Elbe and Baltic Canal.

1898—Anglo-Italian syndicate obtain the concession of mining and necessary railways in three northern provinces of Honan—Disaster at the launch of H.M.S. *Albatross* at Blackwall, 37 persons killed.

1899—Fire at 205 Queen's Road Central \$3,000 damaged.

## AGENDA.

## TO-MORROW.

4 p.m.—C. M. S. N. Co.'s steamer *Esmeralda* leaves for Manila via Amoy.

4.15 p.m.—Meeting of the Sanitary Board.

5 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Australia.

Cargo ex *Trieste* subject to rent.

## FRIDAY, 22ND.

Noon—N. Y. K. steamer *Hirashima Maru* leaves for Bombay via Singapore and Colombo.

4 p.m.—C. N. Co.'s steamer *Kariyung* leaves for Cebu and Iloilo.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

English (*Valetta*) 22nd inst.

American (*City of Peking*) 23rd inst.

German (*Stuttgart*) 27th inst.

German (*Oldenburg*) 27th inst.

American (*Gallic*) 4th prox.

American (*Hongkong Maru*) 12th prox.

The N. P. S. Co.'s steamer *Memoudshir*, arrived at Portland on the 18th inst., from Japan and Hongkong.

The N. P. S. Co.'s steamer *Argyll* sailed from Portland Or. left Kobe for Hongkong on Sunday, the 17th inst., and is due here on Friday, the 22nd inst.

The N. P. S. Co.'s steamer *Glenogle* from Tacoma Or. left Moji for Hongkong yesterday, the 19th inst., and is due here on Saturday, the 23rd inst.

The N. Y. K.'s steamer *Futami Maru*, (Australian Line) left Kobe, via Moji and Nagasaki for this port yesterday, the 19th inst., and is expected to arrive here on the 26th inst.

The O. & S. S. Co.'s steamer *Doric*, with mails etc., which left hence May 23rd for San Francisco via Shanghai, Nagasaki, Kobe, Japan Sea, Yokohama, and Honolulu, arrived at her destination on the 18th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Monterey*..... at Kowloon Dock.

U.S.S. *Oregon*..... " "

W. H. Smith..... " "

H.M.S. *Hart*..... " "

*Changsha*..... " "

*Freiburg*..... " "

*Changung*..... " "

*América Maru*..... " "

*Goedwin*..... Cosmopolitan

*Tam O'Shanter*..... Aberdeen

*Atama*..... " "

## Shipping.

## Arrivals.

SUISANG, British steamer, 1,725, E. J. Tadd, 19th June, Calcutta 30th May, Penang 9th June and Singapore 13th, General and Opium.—Jardine, Matheson & Co.

TAI CHEONG, German steamer, 1,491, Laver, 19th June, Hongkong 16th June, Coal.—Meyer & Co.

CHINKIANG, British steamer, 1,241, J. Vaughan, R.N.R., 19th June, Canton 19th June, General.—Butterfield & Swire.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 20th June, Kobe 15th June, General.—Gibb, Livingston & Co.

HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 20th June, Moji 14th June, General.—Nippon Yusen Kaisha.

KONG BENG, British steamer, 862, F. W. Joslin, 20th June, Bangkok 12th June, via Koh-si-chang 13th, General.—Yuen Fat Hong.

SRONG LEONG, British steamer, 1,278, J. P. Sharp, 20th June, Singapore 13th June, General.—Chinese.

CHUNGANG, British steamer, 1,410, E. J. Buller, 20th June, Canton 20th June, General.—Jardine, Matheson & Co.

MAIDZURU MARU, Japanese steamer, 667, T. Ogata, 20th June, Tamsui 17th June, Amoy 18th, and Swatow 19th, General.—Mitsui Bussan Kaisha.

GLENSHIE, British bark, 869, A. E. Burn, 20th June, Kobe 29th May, Ballast.—Order.

Cleared at the Harbour Office.

Sandakan, British str., for Sandakan.

Tetartus, German str., for Saigon.

Wittenberg, German str., for Yokohama.

Choyang, British str., for Shanghai.

Kear Linn, British steam-launch, for Macao.

Stam, Danish str., for Shanghai.

Chowai, German str., for Swatow.

Kongkang, British str., for Canton.

Deuteros, German str., for Tournon.

## Departures.

June 20, *Loongsang*, British str., for Manila.

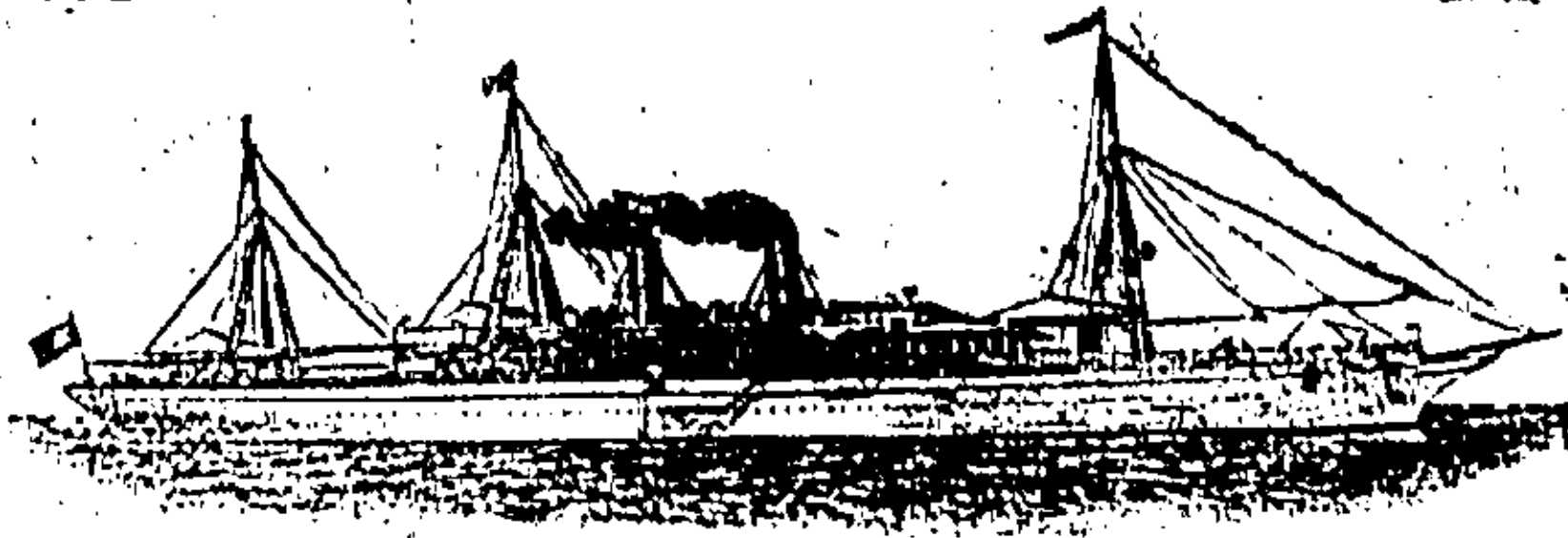
June 20, *Menmuir*, British str., for Manila.

June 20, *Sungkiang*, British str., for Manila.

June 20, *Chowai*, German str., for Swatow.



## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 28th July.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information Maps, Guide, Books, Rates of Passage, &c., apply to D. E. B. OWEN, General Agent, P.O. Box 115, Hongkong, 6th June, 1900.

NORTH PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.  
PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH  
NORTH PACIFIC RAILWAY CO.  
Glenzie...[3,750] W. Frakes...[July 4]  
Queen Adelaide...[3,832] F. McNair...[July 25]  
Duke of York...[3,821] J. S. Cox...[July 28]  
Victoria...[3,502] T. Panton...[Aug. 2]

ALSO  
FOR PORTLAND, OREGON, IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll...[2,997] S. Thomson...[June 30]  
Nonmouthshire...[2,874] J. Kennedy...[Aug. 4]  
Braemar...[3,601] W. Watt...[Aug. 25]  
Argyll...[2,997] S. Thomson...[Sept. 15]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents,  
Hongkong, 14th June, 1900.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra...[3,812] about [July 31]  
Energia...[3,177] about [July 31]  
Carlisle City...[3,002] about [Aug. 20]  
Strathgyle...[3,023] about [Sept. 15]

THE Steamship

"THYRA," will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
Hongkong, 11th June, 1900.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	TO-MORROW, 21st June, at Daylight.
HIROSHIMA MARU S. Tsuji	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at Noon.
INABA MARU W. Bainbridge	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight.
FUTABA MARU J. Thom	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.

For further information as to Freight, Passage, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th June, 1900.

NORDDEUTSCHER  
LLOYD.HAMBURG-AMERIKA  
LINIE.

(Freight Service.) (Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA Ostermann	NEW YORK (via SUEZ CANAL)	About 30th June. Freight.
SAMBIA G. Schmidt	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 2nd July. Freight.
WITTENBERG Hempel	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 17th July. Freight.
SAVOIA Silesia	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 31st July. Freight and Passage.
MEHRN	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 8th August. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ & Co.,  
Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Aug., at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd June, 1900.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th July, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 31st July, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Aug. 25th, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

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Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900.

## Shipping.

## STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Blackland, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 13th June, 1900. [753b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on FRIDAY, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900. [774b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as above on SATURDAY, the 23rd instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900. [784b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN &amp; QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on SATURDAY, the 23rd instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

A.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1900. [733b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th June, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"KAIFONG,"

Captain Pennefather, will be despatched as above on MONDAY, the 25th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th June, 1900. [775b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th June, 1900. [759b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

Taking Cargo at London Rates.

THE Company's Steamship

"ULYSSES,"

Captain Brown, will be despatched as above on THURSDAY, the 28th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th June, 1900. [780b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th July.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th June, 1900. [760b]

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE,"

will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 11th June, 1900. [775b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th June, 1900. [775b]

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th June, 1900. [7643b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on SATURDAY, the 24th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior



## SINGAPORE AND THE SOUTH.

DATES TO 13TH JUNE.

(From Straits Papers.)

## GENERAL.

Mr. W. G. Bell is appointed a Magistrate for the settlement of Singapore.

Archdeacon Perham is due in Singapore, on his return from leave on the 22nd inst. He comes by German mail.

The death is announced at Taipei, in childhood, of the wife of Mr. H. B. Collinge, Inspector of Schools, Penk.

*Gazette Extraordinary* has been issued appointing the Hon. Walter Egerton to be the deputy of His Honour the Officer Administering the Government of the Straits Settlements, who left for Borneo at 5 p.m. on the 10th inst.

## BUILDING COLLAPSES.

About 5.30 on the morning of the 13th inst. a building in course of erection near the Race-course collapsed. There were eight men sleeping in the place, and all were injured.

## RUSSIAN VESSEL ASHORE.

The Russian cargo boat, the *s.s. Rossi*, ran ashore at Diamond Point on the east coast of Sumatra on the 2nd of May and was floated on the 28th by a Dutch man-of-war. Several vessels have already grounded at the spot, which badly wants a lighthouse.

## WAS IT MURDER.

On the 11th inst., a Chinaman named Lock San Chan gave another Chinaman, one Chah Ah Poh into custody, saying he had killed a man in a carpenter's workshop in the rear of Messrs. Powell & Co.'s premises in Orchard Road, Singapore. A search was instituted by the police, and the body of a man was found in the workshop named. There were no marks of violence about the corpse however. Chan Ah Poh is under arrest.

## TIN.

Speaking of the high price of tin during 1899, and its effect on the revenue of the Negri Sembilan, Mr. E. W. Birch, C.M.G., thus truly forth in his administration report:—The rise came as a heaven-sent demonstration of the opportunities of Sir Frank Swettenham's railway policy, and the native population, ever ready to believe in the luck of those at the head of affairs, are now warm supporters of that policy.

## A CHIEF KILLED.

At Segli, on the Acheen coast, a few days ago, a petty chief was shot dead. The Dutch authorities received intelligence that the chief was disaffected and it was decided to arrest him. A party of soldiers surrounded his house, and four of them entered the dwelling. The chief killed one of the four, and severely wounded the other three men. Whereupon the rest of the party rushed in and killed the man, and also his wife.

## PRETORIA REJOICINGS.

Tiiping was to celebrate the occupation of Pretoria, on the 6th, with a procession of vehicles, sports, and a torch light procession. The Pretoria rejoicings at Penang took the form of a Volunteer night parade, a bonfire, illumination at the Chinese Cycling Club, and procession of Chinese, Tamils, and other nationalities.

There were grand things at Kuala Lumpur on Pretoria Day, which was celebrated there on the 7th inst. The town was decorated. The day's proceedings started with a review of the Malay States Guides. A thanksgiving service followed. Then came a "kris" parade amid crackling firing and the strains of a Tamil band. At noon, a royal salute of 101 guns was fired, the last gun fired being followed by a salvo of thunder. At 4 o'clock, the Ampang Chinese Volunteer Corps, specially enrolled for the occasion, drilled on the plain, led by Colonel Chew Kit Aik. After drill, a party of Malay boys went through a war song, and the sportsmen were treated to a Tamil dance. A carriage parade followed, the vehicles being gaily decorated. At night, the town was in a blaze of light from illuminations. At 10.30, a grand bonfire delighted the assembled throng and burned furiously for two hours. It went out amid cheers and singing, intermixed with yells from the Tamil section of the crowd. Thus ended a glorious day.

## A LOYAL CHINESE CLUB.

By an apt coincidence, the first anniversary of the Singapore Ewe Boon Kee Club (Straits-Born Chinese) occurred on the 11th inst., the day set apart as a public holiday in honour of the fall of Pretoria. The club therefore celebrated the event, and in addition to the club members' invitations were issued to the Presidents and Secretaries of other Chinese clubs, to a dinner, which took place last night. There were present Hon. Dr. Lim Boon Keng, Mr. Lee Choon Guan, Mr. Wee Thiam Tew and others, all wearing a gay Empire coloured rosette in honour of the occasion.

Among the toasts proposed was that of the "Queen," and "Lord Roberts" by Dr. Lim Boon Keng, who made some excellent and appropriate remarks in Malay. The festivities were prolonged until a late hour.

## KEPPEL HARBOUR.

A distinguished old Singaporean writes by the mail to an old resident as follows re Keppel Harbour:—Thanks for your short note of the 19th ult. for the *Government Gazette* of the same date. I am sorry that I have made a donkey of myself, and abused you. His remark upon the change of name [Keppel Harbour] is simply absurd; just as it is in the eighth of the skippers arriving at Singapore, both their heads as to the name of the place they go to, after the pilot has boarded them, and whether a sailor would not rather have the harbour called after a man so well-known and appreciated as Harry Keppel. As to the "keen feeling of hundreds and thousands of men who are to be worried over the charts" that is all bosh, and nobody knows it better than that assinine editor, who is only jealous, and furiously so, because he had not the lead in the matter.

## THE "POWERFUL."

AS GOOD AS NEW.

Mr. Goschen, replying to Sir E. Gourley in the House of Commons, on the 17th May, said that the machinery and boilers of the *Powerful* were reported in excellent condition for carrying out a full-speed trial on arrival in England if it had been ordered. In her last full-speed trial, which was made before she left China, she developed 23,012 horse-power, 25,000 being her maximum designed power.

Mr. Allan asked whether the vessel could do 22½ knots now, as originally designed.

Mr. Goschen: She was designed for 22 knots for the contractors' trial and not 22½ knots. Her machinery and boilers are in excellent order, and there is no reason why she should not do as well now as she did when first commissioned.

Mr. Bowles: What speed did the *Powerful* develop in her last full-speed trial on the China Station?

Mr. Goschen: My impression is it was between 22 and 23 knots.

## MRS. CRONJE AND DR. "JIM."

Mr. Benram M. Denison, midshipman on H.M.S. *Thetis*, who was in charge of the cutter in which Cronje and his family landed at St. Helena, in a private letter mentions an amusing anecdote of Cronje's voyage from the Cape. "Our doctor at present is Dr. Jameson. Mrs. Cronje is suffering from sea-sickness. The captain asked her husband if he would like a doctor. Cronje said, 'Yes; but who is the doctor?' 'Oh, you can have the ship's doctor.' 'What is his name?' 'Doctor Jameson.' 'Oh, no, thank you; it doesn't matter.' Cronje was apparently determined not to have anything to do with a man of that name if he could help it.

## DUKE OF CONNAUGHT AND INDIA.

It is quite on the cards, says the *Indian Mirror*, that the Duke of Connaught may succeed Sir William Lockhart as Commander-in-Chief in India. The choice, if made, will be beyond all praise. The Queen's son is a keen soldier, has been Commander-in-Chief in Bombay, sympathizes with the military aspirations of our countrymen, and in these days of the ventilation of the idea of Imperial Federation, his return to India would be invaluable. If we cannot have a Queen's son as Viceroy let us have him at least as our Commander-in-Chief. That will add ten-fold to the country's loyalty, and affection to the Throne.

## THE BOERS EXPLAIN!

Mr. Westels has said, in America, that the reported abuse of the white flag exists largely in the minds of the English correspondents. He said that in a case near Kimberley, where the Boers were accused of firing after they had hoisted the white flag, the white jacket of a clergyman, who suddenly rushed to the front, was mistaken by the British for a flag. The Free State flag, he added, when faded, was often mistaken for a white one!

## HAWAII AND AMERICA.

The United States Senate has passed the bill for reorganising the system of Government in Hawaii. Its most direct effect will be to invalidate all contracts for the supply of foreign goods in Hawaii, concluded subsequently to the 12th of August, 1898. Further, the laws of the United States will become applicable to Hawaii in the matters of labour immigration, coasting trade, and tariff. Japanese newspapers, in reporting this news, predict the immediate collapse of all emigration companies in Japan. In other respects, too, the situation created will be serious for Japan. The operation of the United States tariff will render it difficult and costly for the Japanese now in Hawaii to obtain supplies from Japan, as they have hitherto been in the habit of doing; and the coasting-trade restrictions will make it impossible for a Japanese vessel to call at Hawaii en route for America.

## GREAT FIRE AT DUNDEE.

GOOD FOR COCOA PLANTERS.

Some time back Messrs. James Keiller and Sons (Limited), of Dundee, went into the cocoa trade, and this has been a disastrous departure for them, as the great establishment in Dundee for the manufacture of marmalade and other preserves belonging to them was almost totally destroyed by fire on May 10th. The outbreak was occasioned by the bursting of a refrigerator in the chocolate preparing department. The fire raged for three hours, and before it was got under the premises were gutted. The buildings, stock, and machinery are insured for £118,000.

## GUAM, A NAVAL BASE.

The American naval authorities have decided that Guam, one of the Ladrone islands, is strategically of scarcely less value than Hawaii, and have begun the preparation of plans to make it one of the most important naval bases in the Pacific. The projected improvements include a breakwater at Port San Luis d'Apra, a coaling wharf and repair shops, and shore batteries.

## THE ETHNOLOGY OF SCOTLAND.

In a letter to the editor of the *Morning Post*, Mr. Herbert Maxwell, writing from Newton Stewart, replies to certain criticisms passed upon a previous letter of his in which he (Mr. Maxwell) had referred to the alleged Germanic descent of the men of Lothian and the Borders. Before the theory above mentioned can be finally discarded, Mr. Maxwell writes, it is necessary to get rid of a piece of evidence which is sadly in the way of any new one—namely, that of place-names. "If the Norsemen had held Lothian and left their descendants there and on the Scottish side of the border, as they have in Caithness, Lothian would be using at this day names with the characteristic Saxonian suffixes, by, thorpe, thwaite, boster, &c., which remain in Lincolnshire, Yorkshire, Westmoreland, Caithness, Man, and other districts known to have been long under Norse or Danish dominion. As matters stand, the place-names of Lothian are distinctly Saxon as shown by the prevalent suffixes ham and ton. The Frisians were probably the earliest Germanic settlers in Britain, long antedating the Saxon intrusion in 447, and it is noteworthy that Nennius, in the *First of the Four* of the Frisians, the Frisian Sea. Both in Lothian and on the Scottish Border there is a substratum of Celtic place-names, but the bulk of the place-names as far west as Dumfries is Germanic. Dumfries itself, on the very verge of Celtic Galloway, probably commemorates the Frisian settlement, for of the 28 towns in Britain named by Nennius one is Caer Britain, now Dumbarton (the fort of the Britons or Cymri), another is Caer Pharis, now Dumfries (the fort of the Frisians). Place-names are a spontaneous and well-nigh indestructible. The Romans found when they entered that Augusta should be the official name of the seaport which the Celtic natives had named Londin. Their evidence, therefore, in question of ethnology cannot be set aside."

## REVOLUTION IN TELEPHONES.

A syndicate has been formed by the Darmstadt Bank for the commercial exploitation of the telephograph, a combination of telephone and phonograph, the great merit of which seems to be that one can hear the message a long time after it is spoken. The Postmaster-General, Herr von Podbielski, who examined the invention closely, is said to be quite delighted with it.

## HE RODE LIKE A HARE.

"A Boer returned from Natal gives an interesting description of a British cavalry charge, and adds that he 'rode like a hare, looking for his burrow in the ground.' He does not want any more. 'A wagon-load of money would not take him back again.'—*Diamond Fields Advertiser*.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Austin, Lieut.-Col. Libbin.  
C. G. B. Libbin.  
Adams, Mrs. H. Libbin.  
Andrews, Mrs. H. Libbin.  
Arnold, E. W. Libbin.  
Alnach, G. Libbin.  
Ayr, R. Libbin.  
Akbar, H. Libbin.  
Allister & Co. Libbin.  
Arrowsmith Libbin.  
Appahamy Libbin.  
Andale, O. Libbin.  
Alye, Libbin.  
Alb, M. Libbin.  
Abert, A. J. Libbin.  
Hosman, H. F. Libbin.  
Bayly, Miss Libbin.  
Bradley, N. Libbin.  
Benjamin, A. Libbin.  
Borley, W. Libbin.  
Borgo, Libbin.  
Buckley, J. Libbin.  
Bum, W. Libbin.  
Beck, D. Libbin.  
Barra, F. A. Libbin.  
Brown, Col. F. Libbin.  
Brown, J. O. Libbin.  
Brown, N. P. Libbin.  
Brown, G. E. R. G. Libbin.  
Bell, C. Libbin.  
Bukham, W. S. Libbin.  
Black, U. M. Libbin.  
Brady, A. M. Libbin.  
Benjamin, R. Libbin.  
Crawford, J. Libbin.  
Carmo, P. Libbin.  
Cananga, R. Libbin.  
Chung, M. N. Libbin.  
Chung War, Libbin.  
Collic, Mrs. J. A. Libbin.  
Cohen, J. A. Libbin.  
Conception, B. M. Libbin.  
Collins, A. J. Libbin.  
Cherry, F. A. Libbin.  
Coatwall, M. Libbin.  
Corbett, A. J. Libbin.  
Cummings, Miss Libbin.  
Carmo, I. Libbin.  
Chumal, L. Libbin.  
Ching, Miss Hing Libbin.  
Clyde, M. E. Libbin.  
Davies, F. Libbin.  
D'Arcy, E. Libbin.  
D'Almeida, Libbin.  
Daloy, R. Libbin.  
Dalrymple, F. E. Libbin.  
Douglas, M. E. Libbin.  
Durando, V. Libbin.  
Dowell, J. Libbin.  
Dyer, E. J. Libbin.  
Drumman, J. Libbin.  
Desjardins, L. Libbin.  
Duffin, A. H. Libbin.  
Dillon, B. Libbin.  
Dakin, N. Libbin.  
Dozin, F. Libbin.  
Duyter, Miss R. Libbin.  
Evans, F. P. Libbin.  
Ely, F. R. Libbin.  
Echard Libbin.  
Edridge, F. H. Libbin.  
Elliot, G. Libbin.  
Elish, H. R. Libbin.  
Elliott, P. Libbin.  
Elliott, D. Libbin.  
Edwards, L. Libbin.  
Francis, C. Libbin.  
Fischer, C. Libbin.  
Fox, H. H. Libbin.  
Ford, A. Libbin.  
Fieldmore, Company Libbin.  
Fling, Mr. C. Libbin.  
Foydermeier, J. Libbin.  
Fuorell, B. D. Libbin.  
Faksen, F. Libbin.  
Faulner Libbin.  
Green Libbin.  
Galembert Libbin.  
Gastin, J. Libbin.  
Gini, Mrs. O. Libbin.  
G. M. Libbin.  
Gladstone, M. Libbin.  
Groundwater Libbin.  
Gomer, J. Libbin.  
Giny, L. Libbin.  
Gower, S. B. Libbin.  
Glidis, M. Libbin.  
Gutierrez, G. H. O. Libbin.  
Ging Ing, George Libbin.  
Hall, J. R. Libbin.  
Holden, S. B. Libbin.  
Holden, E. E. Libbin.  
Holt, R. H. Libbin.  
Hermann, G. Libbin.  
Hogley Libbin.  
Hant, D. B. Libbin.  
Holshongren, A. M. Libbin.  
Hayward, E. Libbin.  
Hermann, J. Libbin.  
Harvey, Miss Libbin.  
Hjerbrun, H. Libbin.  
Hogen, C. R. Libbin.  
Hopkins, Miss Libbin.  
Hathori, G. Libbin.  
Hogkling, M. Libbin.  
Haines, C. Libbin.  
Hing Chien-San Libbin.  
Houston, R. Libbin.  
Howard, Mc Libbin.  
Hollingsworth Libbin.  
Hart, F. J. Libbin.  
Holdaday, B. Libbin.  
Holsen, D. S. Libbin.  
Ismaillidjan Libbin.  
Ichang Libbin.  
Jones, P. R. H. Libbin.  
Jones, P. Libbin.  
Jones, W. F. Libbin.  
Jacob, T. Libbin.  
Katz, J. Libbin.  
Kramer, P. Libbin.  
Klatte, F. R. Libbin.  
Kelly, R. R. Libbin.  
Kong Yeu Hing Libbin.  
Kastler Libbin.  
Kingman, G. D. Libbin.  
Koppel, A. Libbin.  
Koskinen, V. Libbin.

## List of Registered Covers for Merchant Ships.

S.S. Agamemnon ..... A. L. Thomson.  
S.S. Alcinoos ..... H. Thompson.  
S.S. Breconshire ..... F. Spence.  
U.S. Flagship Baltimore ..... B. A. Erwin.  
Cruiser Baltimore ..... Chas. Baret.  
U.S. Flagship Brooklyn ..... Lieut. L. Feland.  
S.S. Chungshu ..... C. F. Moule.  
S.S. Dahly ..... Capt. Erickson.  
Banque Glenchiel ..... Capt. A. E. Bunn.  
S.S. Erian ..... J. Roberts.  
S.S. Idomeneus ..... J. Russell.  
S.S. Ixion ..... Chas. Jones.  
S.S. Legathi ..... M. de Mesa.  
S.S. Murr ..... Rami Eulla Scrang c/o Capt.  
S.S. Strathgyle ..... J. Dawson. (Holiday).  
S.S. Stomana ..... K. Spah.  
Torpedo Boat Terrier ..... Johann Jares.  
S.S. Yangtze ..... W. E. Francis.

## China Railway General Chief Engineer.

Cheragh Din  
Damer, C.  
David, S. S.  
Dabir Bux  
Dethert, Frank  
Duff Khan  
Dunghy, E. W.  
Edwards, L.  
Elias, A.  
Elim Deen (2)  
Evans, F. P. (5)  
Engel, H.  
Eidelstein, A.  
Enser, F. C. C.  
Enneccerus, G. R.  
Frau  
Faizal Deen  
Fowler, A. G.  
Feroz Khan  
Figueroa, A. Flores y  
Grossman, Mari  
Grunberg, Y.  
Griffith, Mrs. L.  
Graham, Miss F. H.  
Hillel, E. A.  
Han, A.  
Hongkong-Peking  
Kway, Eng.  
Isawer, Singh  
Jap. Address c/o 20.  
Graham St. (2)  
Joseph, Leon (2)  
Jones, E. E.

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S.S. Agamemnon ..... A. L. Thomson.  
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S.S. Idomeneus ..... J. Russell.  
S.S. Ixion ..... Chas. Jones.  
S.S. Legathi ..... M. de Mesa.  
S.S. Murr ..... Rami Eulla Scrang c/o Capt.  
S.S. Strathgyle ..... J. Dawson. (Holiday).  
S.S. Stomana ..... K. Spah.  
Torpedo Boat Terrier ..... Johann Jares.  
S.S. Yangtze ..... W. E. Francis.

## Notice of Firm.

NIPPON YUSEN KAISHA.

I HAVE This Day handed over the TEMPORARY CHARGE of the Company's Business at this Port to Mr. K. KOBATA, JIRO ITAMI, Manager.  
Hongkong, 19th June, 1900. [782b]

## To be Let.

A FURNISHED ROOM on the LOWER LEVEL, WITH or WITHOUT BOARD. Apply to—  
c/o Office of This Paper.  
Hongkong, 19th June, 1900. [783b]

## TO LET.

"HARFORD" MAGAZINE GAP.  
GROUND FLOOR, 52, PEARL STREET.  
13, PRAYA CENTRAL, ROOMS on 2ND FLOOR.  
"GLENIFFER" KOWLOON.  
A HOUSE IN RIFON TERRACE.  
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 18th June, 1900. [21]

## Intimations.

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated CLEMENT, HUBBER and GLADIATOR CO., LD., DUNLOP TYRE & BICYCLE. Price, \$160.  
A special reliable Watch made for this Climate.  
Quality A ..... \$16  
Quality B ..... \$12  
40, QUEEN'S ROAD, Watson's Building.

## NOTICE.

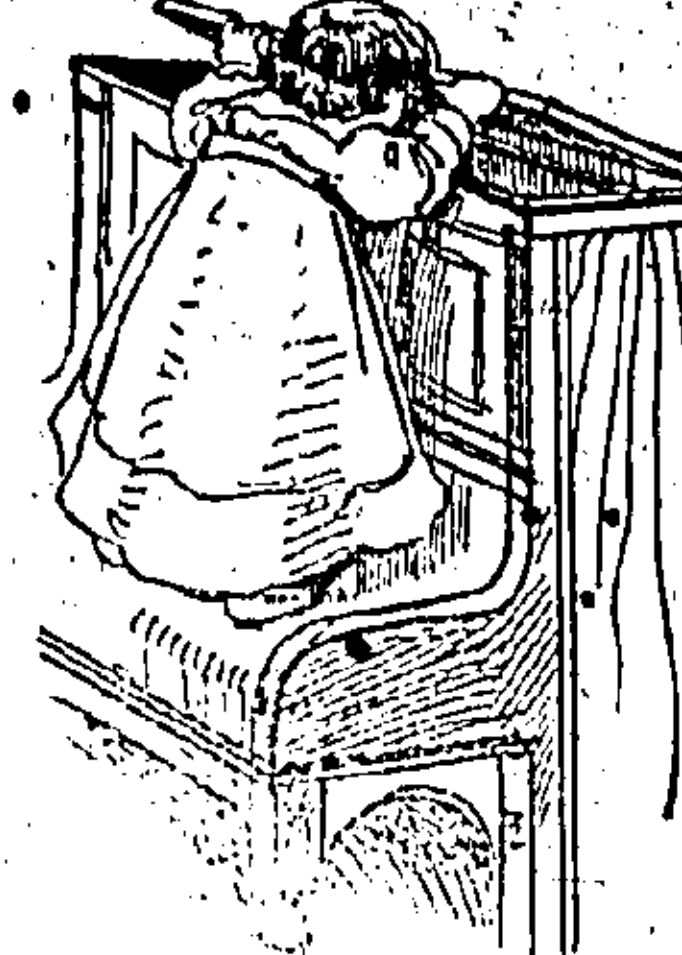
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.  
JAYES FLUID.  
DISINFECTANT.  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 9th March, 1897. [37]

SIEN TING, SURGEON DENTIST.  
No. 2, PAGULARY STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [39]

GRIMAULT'S SYRUP OF HYPO-PROSPHITE OF LIME.  
FOR DISEASES OF THE CHEST.  
All suffering from Catarrh, Consumption, Obstructed Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take  
GRIMAULT'S SYRUP OF HYPO-PROSPHITE OF LIME.  
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.  
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.  
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.  
GRIMAULT & Co., Paris, 24 & 26, rue de la Harpe.

Johnson, A.  
Koninsky, T.  
Kader  
Luz, E. (2)  
Liblin, Mons. (2)  
Lall Singh  
Labb Singh  
Lomax, R. W.  
Linderhof, Albart  
Lloyd, M. S.  
Lowe, W. S.  
Leliao, P. M.  
Mohamed Saife  
Ames  
Morris, Capt. R.  
Marsh, Capt. P.  
Mohamedally, Amin  
Morris, H. M.  
McKellar  
Mohamed Arab, N.  
Madaga, J.  
Madha Singh  
Nevins, W. R.  
Officer Comm. H. K.  
S. B. R. A. (2)  
Onslow

## Intimations.



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment. The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout. Several Pianos returned from hire in good order VERY CHEAP.

## THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.  
Hongkong, 10th May, 1900. [606b]

## F. BLACKHEAD &amp; CO., SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

## SOLE AGENTS FOR.

HARTMANN'S RAUTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

## Sole Agents for.

FERGUSON'S SPECIAL CREAM WHISKY, &c.

## EVERY KIND OF.

SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

## AT.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

## MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

## Head Office—TOKIO.

## Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

## Agents:—

Milki Coal Mines.  
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Yamato Coal Mines.  
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Kanegafuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.

## MITSUBI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1899. [33]

## "FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture.  
THE WORLD-FAMED BLOOD PURIFIER AND RESTORER.  
IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising. For Scarcity, Scoury, Eczema, Skin and Blood Diseases, Eclampsia, Pimples, and sores of all kinds. It is a never-failing and permanent Cure. It Cures Old Sores, Cures Sores on the Neck, Cures Sore Legs, Cures Ringworms or Pimples on the Face, Cures Scoury, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all impure Matter. From whatever cause arising. It is a real specific for Gout and Rheumatic pain. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

## THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 2s. 6d. each, and in cases containing six times the quantity, 15s.—sufficient to effect a permanent cure in the great majority of intractable cases—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors: THE LANCET AND MIDLANDS CONTINENTAL DRUG COMPANY, LINCOLN, England. Trade Mark—"Blood Mixture."

## CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Wordless imitations and substitutes are sometimes passed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's World-famed Blood Mixture is the battle, WITHOUT WHICH NONE ARE GENUINE.

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony, in any part of the Far East.

## GROUPS AND VIEWS.

a specialty.

Hongkong, 22nd September 1898. [40]

## Auctions.

## GOVERNMENT NOTIFICATION.

No. 302.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 25th day of June, 1900, at 3 P.M., are published for general information.  
By Command,  
F. H. MAY,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 9th June, 1900. [778b]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 25th day of June, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Seven Lots of CROWN LAND, at Yau Ma Tei, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

On the 25th day of June, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administer- ing the Government, of Seven Lots of CROWN LAND, at Yau Ma Ti, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.							
PARTICULARS OF THE LOTS.							
Registry No.	LOCALITY.	Boundary Measurements.			Contents in Square feet.	Annual Rent.	Upset Price.
		N.	E.	W.			
		ft.	ft.	ft.		£	£
Kow- loon Island Lot Not. 1087 1088 1089 1090 1091 1092 1093	Temple Street, Yau Ma Ti.	113 50 50 50 50 50 50	115 120 110 110 110 110 110	290 290 110 110 110 110 180	13,350 5,500 5,500 7,500 7,500 9,000 9,000	450 450 450 103 103 114 114	90,010 3,300 4,500 4,500 4,500 5,250 5,400



*Kerraint*, 3rd class cruiser. 1,300

*Kerraint*, 3rd class cruiser. 1,300

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